City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

DESIGN REVIEW

INITIAL EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number:	3017563
Address:	2134 Western Ave
Applicant:	David Sachs for Clark Design
Date of Meeting:	Tuesday, July 29, 2014
Board Members Present:	Matthew Albores Anjali Grant Murphy McCullough (Chair) Alan McWain
Board Members Absent:	Gundula Proksch
DPD Staff Present:	Beth Hartwick

SITE & VICINITY

Site Zone: DMR/C 85/65

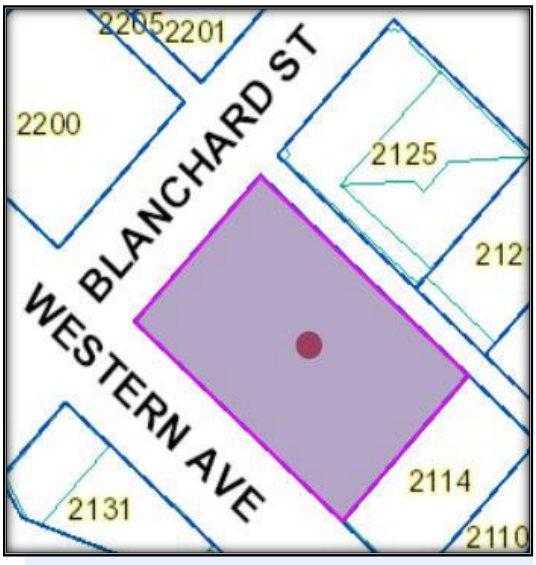
Nearby Zones: (North) DMR/R 85/65
(South) DMR/C 85/65 & PMM-85
(East) DMR/R 85/65
(West) DMR/C 85/65 & DH2/85

Lot Area: 21,600 sq. ft.

Current Development: Surface parking lot.

Access: Western Ave, Blanchard St and alley access.

Environmentally Critical Areas: None



Surrounding Development and Neighborhood Character:
Across Blanchard Street is the 1909, four-story brick clad, Union Stables building which has been designated as a Landmark and is currently being renovated into office and retail space. Across the alley is a 33 story condo development with 124 units, built in 1981 and a single story retail structure built in 1926. Directly south of the site are two, two-story brick commercial buildings, the closest constructed in 1902 and the other constructed in 1923. At the corner of Western Ave and Lenora St. is an eight-story mixed use development with 43 residential units built in 2001. Across Western Ave is a triangular block configured due to the terminus intersection of Elliot Ave and Western Ave at Lenora St. The block is developed with a 1989 built, glass clad, seven-story mixed use building that houses 9 residential and commercial condo units.

The Belltown site is located close to the southern boundary of Belltown and the northern edge of Pike Place Market. Approximately 200' to the southwest of the site is elevated state highway 99 which is scheduled to be relocated underground in the near future. Further southwest is the BN RR railroad tracks, a hotel, Alaskan Way and the Bell Harbor marina. From Western Ave to 1st Ave, Blanchard St. climbs bout 34'. The elevation change separates busy 1st Ave from the less active section of Western Ave. The architectural character of the surrounding blocks includes many fine examples of early 19th century brick and masonry construction. Developments that occurred in the 1970's and 1980's are much larger and taller and of varying styles, than the older 1 to 4 story building and more recent development. Interspersed between the old and new building are a few surface parking lots.

PROJECT DESCRIPTION

The proposed development is for six-stories of residential units over one story of commercial and live/work uses. Two levels of below grade parking will provide approximately 130 spaces.

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The packet includes materials presented at the meeting, and is available online by entering the project number 3017563 at this website:
http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The EDG packet is also available to view in the file, by contacting the Public Resource Center at DPD:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The site is approximately 180' along Western Ave. and the alley and 120' along Blanchard St. The 16' wide alley is located about 16' higher than the Western Ave sidewalk. Four mature Sweetgum trees are located on the site in a planting strip abutting the Western Ave. sidewalk. In all options the trees are proposed to be removed. Options 2 and 3 are showing a curb cut on Western Ave that must be approved by DPD in consultation with SDOT.

Option 1 was the code compliant option. A large courtyard above the ground level opens to the west wrapped by six stories of residential units. The two upper stories were set back from the Western Ave., Blanchard St. and side property lines. The setback along the non-street side property line is 20' and along Blanchard St. 10', for the two stories above 65', to meet code requirements. Access to parking is from the alley. The ground story corner at Blanchard and Western was shown as retail space. South of this is the residential lobby, live/work units and mechanical space.

Option 2 showed a large courtyard above the alley that opens to the east wrapped by six stories of residential units. The upper levels are not set back. Bay windows on the Blanchard St. elevation protrude into the right-of-way. Access to parking is from the alley and a curb cut on Western Ave. The ground story corner at Blanchard and Western was shown as retail space. South of this are live/work units, the residential lobby, the parking entry and mechanical space. Departures would be needed from the two setback requirements and floor size limits above 65' in height.

Option 3 showed a large courtyard above the alley that opens to the east wrapped by six stories of residential units. The upper levels are not set back. Bay windows on the Western St. elevation protrude into the right-of-way. Access to parking is from the alley and a curb cut on Western Ave. The residential lobby is accessed at the partial recessed corner of Blanchard and Western. Retail space is located just to the south of this recess. The live/work units, parking entry and mechanical space occupy the remainder of the ground level. Departures would be needed from the two setback requirements and floor size limits above 65' in height.

PUBLIC COMMENT

- Stated they would prefer to see a curb cut from Blanchard St. instead of Western Ave.
- Encouraged more parking be provided.
- Concerned about the bulk of the proposed development.
- Did not support departures from required setbacks.
- Encouraged the Board to consider the impact of the proposed development on the outdoors amenity space of the existing development to the east.
- Encouraged the design team to take into consideration the location of the existing roof top features on the development to the west when locating roof top features on this project.
- Supported setbacks along the alley.
- Encouraged the design team to be sensitive to the existing outdoors amenity space on the development to the east.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

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1. **Building Massing:** The Board noted that the three options presented were similar. The code compliant option has setbacks and reduced mass at the two upper stories above 65'. Both of the other options showed a similar massing with a unified floor plate size for all the residential levels. The Board directed the applicant to return for a second EDG meeting and provide two different code compliant options. (A1, B1, B2, B3, E1)
    a. Consider notching the corners at the upper levels. (B2)
    b. The Board advised shifting of the setbacks to be more sympathetic to the surrounding neighborhood. (A1.1)
    c. The Board noted they preferred the scale of the mixed use development at the corner of Lenora St. and Western Ave and advised the applicant to study its massing for cues on how to diminish the overall height, bulk and scale of this project. (B3.2, B3.1)

2. **Relationship to the Existing Development to the East:** The Board encouraged the applicant to consider the impact the proposed development will have on the outdoor amenity deck and alley functions of the existing development east of the alley. Study how the massing with the required setbacks and with the requested departures will impact the existing structure. (A1.I, B1.1, B1.I, C6.I, C6,III)
    a. The Board advised shifting of the setbacks to be more sympathetic to the surrounding structures. (A1.1)
    b. Attention needs to be given to the design and appearance of the upper stories along the alley. (C6.III)
    c. Consider the location of nearby existing outdoors deck/roof amenity areas when located similar uses on the roof. (A1.I)
    d. Study the relationship of the proposed garage entry in the alley to the existing entries of the development to the east. (C6.1)

3. **Streetscape and Uses:** The Board noted they would prefer to see all parking accessed off the alley even if it means a narrower depth of the live/work and retail spaces along Western Ave. They would like to see further study of how the corner location of the residential lobby would look and work, and debated if overhead weather protection should be provide along Blanchard St. The Board gave the following guidance on the landscaping, uses and design of the street-facing street level. (C1, D2.1, D3.II, E1)
    a. Retail spaces and the area outside them should be designed so the use can spill out onto the sidewalk; avoid landscaping in this area. (C1.2)
    b. Plan and design the live/work spaces with a retail character and to be easily adaptable to retail in the future. (C1)
    c. Study how the corner will look with green street details such as a curb bulb and trees. (D3.1 & 2, D3.II)

d. Provide 'compelling' landscaping to replace the existing trees to be removed.
e. Provide trees on Blanchard St. (D2.1)
f. Bike parking needs to be considered. (C1)

4. **For the next EDG meeting the applicant should provide the following additional information:**
    a. Show the context of the viaduct removal and proposed pocket parks and the renovation/addition of the Union Stables project to the site.
    b. Provide at least two code compliant options.
    c. Provide a true elevation of the structures along Western Ave with the Union Stables project across Blanchard St included.
    d. Provide sketches and a plan detail of the residential entry.
    e. Provide a plan of the existing amenity areas of the development to the east and the proposed roof amenity areas of this project. Study the existing and proposed locations and note why they are located where they are.
    f. Provide a detail elevation showing the street level treatment along Blanchard St.
    g. Show the relationship of proposed garage entry in alley to the entries of the condo development to the east in plan form and an eye level sketch.
    h. Be prepared to discuss early exterior materials concepts. Consider showing proposed exterior materials and how they might be used on the facades.

DESIGN REVIEW GUIDELINES

The priority Downtown and Belltown guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the Design Review website.

SITE PLANNING AND MASSING

A1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A1.1. Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

a. a change in street grid alignment that yields a site having nonstandard shape;
b. a site having dramatic topography or contrasting edge conditions;
c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
d. access to direct sunlight—seasonally or at particular times of day;
e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
f. views of the site from other parts of the city or region; and
g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

A1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

Belltown Supplemental Guidance:

A1.I. Views: Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures such as the Space Needle.

A1.II. Street Grid: The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny;

A1.III. Topography: The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

ARCHITECTURAL EXPRESSION

B1 Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

a. a surrounding district of distinct and noteworthy character;
b. an adjacent landmark or noteworthy building;
c. a major public amenity or institution nearby;
d. neighboring buildings that have employed distinctive and effective massing compositions;
e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and
f. direct access to one or more components of the regional transportation system.

B1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

Belltown Supplemental Guidance:

B1.I. Compatible Design: Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.

B1.II. Historic Style: Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner.

B1.III. Visual Interest: Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions.

B1.IV. Reinforce Neighborhood Qualities: Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support an active street life.

B2 Create a Transition in Bulk and Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

B2.1. Analyzing Height, Bulk, and Scale: Factors to consider in analyzing potential height, bulk, and scale impacts include:

a. topographic relationships;
b. distance from a less intensive zone edge;
c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);
d. effect of site size and shape;
e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and
f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes); g. street grid or platting orientations.

B2.2. Compatibility with Nearby Buildings: In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.
i. architectural massing of building components; and
j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

B2.3. Reduction of Bulk: In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;
l. increasing building setbacks from the zone edge at ground level;
m. reducing the bulk of the building's upper floors; and
n. limiting the length of, or otherwise modifying, facades.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B3.1. Building Orientation: In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

B3.2. Features to Complement: Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

a. massing and setbacks,
b. scale and proportions,
c. expressed structural bays and modulations,
d. fenestration patterns and detailing,
e. exterior finish materials and detailing,
f. architectural styles, and
g. roof forms.

B3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

h. public art installations,
i. street furniture and signage systems,
j. lighting and landscaping, and
k. overhead weather protection.

Belltown Supplemental Guidance:

B3.I. Respond to Nearby Design Features: The principal objective of this guideline is to promote scale and character compatibility through reinforcement of the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings.

a. Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation.

b. Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.

c. Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.

B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

a. setbacks, projections, and open space;
b. relative sizes and shapes of distinct building volumes; and
c. roof heights and forms.

B4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

d. facade modulation and articulation;
e. windows and fenestration patterns;
f. corner features;
g. streetscape and open space fixtures;
h. building and garage entries; and
i. building base and top.

B4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

j. exterior finish materials;
k. architectural lighting and signage;
l. grilles, railings, and downspouts;
m. window and entry trim and moldings;
n. shadow patterns; and
o. exterior lighting.

THE STREETSCAPE

C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C1.1. Street Level Uses: Provide spaces for street level uses that:

a. reinforce existing retail concentrations;
b. vary in size, width, and depth;
c. enhance main pedestrian links between areas; and
d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

e. open facades (i.e., arcades and shop fronts);
f. multiple building entries;
g. windows that encourage pedestrians to look into the building interior;
h. merchandising display windows;
i. street front open space that features art work, street furniture, and landscaping;
j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

Belltown Supplemental Guidance:

C1.I. Retail Concentration: Reinforce existing retail concentrations;

C1.II. Commercial Space Size: Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;

C1.III. Desired Public Realm Elements: Incorporate the following elements in the adjacent public realm and in open spaces around the building:

a. unique hardscape treatments
b. pedestrian-scale sidewalk lighting
c. accent paving (especially at corners, entries and passageways)
d. creative landscape treatments (planting, planters, trellises, arbors)
e. seating, gathering spaces
f. water features, inclusion of art elements

C1.IV. Building/Site Corners: Building corners are places of convergence. The following considerations help reinforce site and building corners:

a. provide meaningful setbacks/open space, if feasible
b. provide seating as gathering spaces
c. incorporate street/pedestrian amenities in these spaces
d. make these spaces safe (good visibility)
e. iconic corner identifiers to create wayfinders that draw people to the site.

C1.V. Pedestrian Attraction: Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity. Where appropriate, consider configuring retail space to attract tenants with products or services that will "spill-out" onto the sidewalk(up to six feet where sidewalk is sufficiently wide).

C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
b. visibility into building interiors;
c. limited lengths of blank walls;
d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
g. different textures, colors, or materials that break up the wall's surface.
h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
i. seating ledges or perches (especially on sunny facades and near bus stops);
j. merchandising display windows or regularly changing public information display cases.

C4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

C4.1. Entry Treatments: Reinforce the building's entry with one or more of the following architectural treatments:

a. extra-height lobby space;
b. distinctive doorways;
c. decorative lighting;
d. distinctive entry canopy;
e. projected or recessed entry bay;
f. building name and address integrated into the facade or sidewalk;
g. artwork integrated into the facade or sidewalk;
h. a change in paving material, texture, or color;
i. distinctive landscaping, including plants, water features and seating
j. ornamental glazing, railings, and balustrades.

C4.2. Residential Entries: To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

C5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

a. the overall architectural concept of the building
b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
c. minimizing gaps in coverage;
d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
e. continuity with weather protection provided on nearby buildings;
f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
g. the scale of the space defined by the height and depth of the weather protection;
h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

C6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:

a. extending retail space fenestration into the alley one bay;

b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and

c. adding effective lighting to enhance visibility and safety.

C6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider

d. locating the alley parking garage entry and/ or exit near the entrance to the alley;

e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and

f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

Belltown Supplemental Guidance:

C6.I. Address Alley Functions:

a. Services and utilities, while essential to urban development, should be screened or otherwise hidden from the view of the pedestrian.

b. Exterior trash receptacles should be screened on three sides, with a gate on the fourth side that also screens the receptacles from view. Provide a niche to recess the receptacle.

c. Screen loading docks and truck parking from public view using building massing, architectural elements and/or landscaping.

d. Ensure that all utility equipment is located, sized, and designed to be as inconspicuous as possible. Consider ways to reduce the noise impacts of HVAC equipment on the alley environment.

C6.II. Pedestrian Environment:

e. Pedestrian circulation is an integral part of the site layout. Where possible and feasible, provide elements, such as landscaping and special paving, that help define a pedestrian-friendly environment in the alley.

f. Create a comfortably scaled and thoughtfully detailed urban environment in the alley through the use of well-designed architectural forms and details, particularly at street level.

C6.III. Architectural Concept:

g. In designing a well-proportioned and unified building, the alley facade should not be ignored. An alley facade should be treated with form, scale and materials similar to rest of the building to create a coherent architectural concept

PUBLIC AMENITIES

D2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

D2.1. Landscape Enhancements: Landscape enhancement of the site may include some of the approaches or features listed below:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;

b. include a special feature such as a courtyard, fountain, or pool;

c. incorporate a planter guard or low planter wall as part of the architecture;
d. distinctively landscape open areas created by building modulation;
e. soften the building by screening blank walls, terracing retaining walls, etc;
f. increase privacy and security through screening and/or shading;
g. provide a framework such as a trellis or arbor for plants to grow on;
h. incorporate upper story planter boxes or roof planters;
i. provide identity and reinforce a desired feeling of intimacy and quiet;
j. provide brackets for hanging planters;
k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

D2.2. Consider Nearby Landscaping: Reinforce the desirable pattern of landscaping found on adjacent block faces.

m. plant street trees that match the existing planting pattern or species;
n. use similar landscape materials; and
o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

Belltown Supplemental Guidance:

D2.I. Belltown-Specific Landscape Character: Landscape enhancement of the site may include some of the approaches or features listed below, where appropriate:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
b. use landscaping to make plazas and courtyards comfortable for human activity and social interaction;
c. distinctively landscape open areas created by building modulation, such as entry courtyards;
d. provide year-round greenery — drought tolerant species are encouraged to promote water conservation and reduce maintenance concerns; and
e. provide opportunities for installation of civic art in the landscape; designer/ artist collaborations are encouraged (e.g., Growing Vine Street).

D3 Provide Elements That Define the Place: Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

D3.1. Public Space Features and Amenities: Incorporate one or more of the following an appropriate:

a. public art;
b. street furniture, such as seating, newspaper boxes, and information kiosks;
c. distinctive landscaping, such as specimen trees and water features;
d. retail kiosks;
e. public restroom facilities with directional signs in a location easily accessible to all; and

f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

D3.2. Intersection Focus: Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

Belltown Supplemental Guidance:

D3.I. Art and Heritage: Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design:

a. vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs

b. art that relates to the established or emerging theme of that area (e.g., Western, 1st, 2nd, 3rd Avenue street specific character.

c. install plaques or other features on the building that pay tribute to Belltown history.

D3.II. Green Streets: Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.

D3.III: Street Furniture/Furnishings along Specific Streets: The function and character of Belltown's streetscapes are defined street by street. In defining the streetscape for various streets, the hierarchy of streets is determined by street function, adjacent land uses, and the nature of existing streetscape improvements.

a. 1st Avenue: Any new installations between Denny Way and Virginia Street should continue the established character of the street by using unique pieces of inexpensive and salvaged materials such as the Wilkenson sandstone pieces that are currently in place. South of Virginia, new installations should reflect the character of the Pike Place Market.

b. 3rd Avenue: New installations on 3rd Avenue should continue to be "civic" and substantial and be reflective of the role the street plays as a major bus route.

c. 2nd Avenue: New installations on 2nd Avenue should continue the style of "limited edition" street art that currently exists between Cedar Street and Virginia Street.

d. 4th Avenue: Street furnishings on 4th Avenue should be "off-the-shelf"/ catalogue modern to reflect the high-rise land uses existing or permitted along that corridor.

e. 1st , 2nd and 3rd Avenues: Sidewalks should be wide and pedestrian amenities like benches, kiosks and pedestrian-scale lighting are especially important on promenade streets.

f. 5th Avenue: Installations on 5th Avenue are encouraged to have a futuristic or "googie" architectural theme to reflect the presence of the monorail as part of the streetscape.

g. Elliott Avenue: These streets offer good connections between Pike Place Market and the new sculpture garden. The area is experiencing a fair amount of residential growth. Like 1st Avenue, these streets are receiving eclectic public art and varied facades, and ultimately both will become promenade-type streets.

D3.IV. Street Edge/Furnishings: Concentrate pedestrian improvements at intersections with Green Streets (Bell, Blanchard, Vine, Cedar between 1st and Elliott, Clay, Eagle, and Bay Streets).

Pedestrian crossings should be "exaggerated," that is they should be marked and illuminated in a manner where they will be quickly and clearly seen by motorists.

D5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate.

a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
b. Install lighting in display windows that spills onto and illuminates the sidewalk.
c. Orient outside lighting to minimize glare within the public right-of-way.

D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

a. provide adequate lighting;
b. retain clear lines of sight into and out of entries and open spaces;
c. use semi-transparent security screening, rather than opaque walls, where appropriate;
d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
f. use ornamental grille as fencing or over ground-floor windows in some locations;
g. avoid architectural features that provide hiding places for criminal activity;
h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
i. install clear directional signage;
j. encourage "eyes on the street" through the placement of windows, balconies, and street-level uses; and
k. ensure natural surveillance of children's play areas.

VEHICULAR ACCESS AND PARKING

E1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E1.1. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

a. minimize the number of curb cuts and locate them away from street intersections;
b. minimize the width of the curb cut, driveway, and garage opening;
c. provide specialty paving where the driveway crosses the sidewalk;
d. share the driveway with an adjacent property owner;

e. locate the driveway to be visually less dominant;
f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color
g. provide sufficient queuing space on site.

E1.2. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E2.1. Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
b. Use the site topography to help reduce the visibility of the parking facility.
c. Set the parking facility back from the sidewalk and install dense landscaping.
d. Incorporate any of the blank wall treatments listed in Guideline C-3.
e. Visually integrate the parking structure with building volumes above, below, and adjacent.
f. Incorporate artwork into the facades.
g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

E2.2. Parking Structure Entrances: Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.
j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
l. Use landscaping or artwork to soften the appearance of the garage entry from the street.
m. Locate the garage entry where the topography of the site can help conceal it.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Initial Early Design Guidance the following three departures were requested:

1. **Downtown Mixed Residential Setback Requirements (SMC23.49.166.A.1):** The Code requires setbacks for portions of a structure above 65' in height from side lot lines that are not street lot lines if the frontage on the street is more than 120'. The development site requires a setback of 20', the applicant is proposing no setback.

   The Board indicated they needed to see how the massing gained by granting of the departure from the setback will impact nearby existing structures. Show where the massing area that would be gained by granting the departure would be subtracted from the overall massing. The applicant will need to show how granting the departure will make the project better meet the intent of the Design Guidelines.

2. **Downtown Mixed Residential Setback Requirements (SMC23.49.166.B.1):** The Code requires a setback for portions of a structure above 65' in height along street lot lines that abut a designated green street of 10'. Blanchard St. is a designated green street, the applicant is proposing no setback.

   The Board indicated they needed to see how the massing gained by granting of the departure from the setback will impact nearby existing structures. Show where the massing area that would be gained by granting the departure would be subtracted from the overall massing. The applicant will need to show how granting the departure will make the project better meet the intent of the Design Guidelines.

3. **Downtown Mixed Residential Coverage (SMC23.49.158.A.1):** The Code requires portions of structures above 65' not to exceed coverage, based on the size of the lot. The development site size of 21,600 sq. ft. limits coverage to 65%, the applicant is proposing a coverage area of 85%.

   The Board indicated they needed to see how the massing gained by granting of the departure from coverage will impact nearby existing structures. Show where the massing area that would be gained by granting the departure would be subtracted from the overall massing. The applicant will need to show how granting the departure will make the project better meet the intent of the Design Guidelines.

BOARD DIRECTION

At the conclusion of the Initial Early Design Guidance meeting, the Board recommended the project return for a second EDG meeting and respond to the guidance provided.